

True Costs of Recycling Police Cruisers

Q: In the cost-benefit analysis of recycling crown vic vs. purchasing new hybrid, how many miles are being driven annually? What do the numbers look like for low-mileage uses (typical in dense cities)?

A: The analysis used a vehicle driven 10,000 miles per year. Lower mileage users would have less fuel cost savings but maintenance costs would be the same. Thus, the paybacks would be longer.

Q: What was name of Framingham-based vehicle lease disposal company?

A: One way to dispose of used police cruisers is to sell them at auction. This will enable a municipality to generate revenue while also saving money and fuel over the course of the vehicle's lifetime. One such company is [ADESA](#). The Adesa Boston auction has a Friday consignment sale which would be the place to sell municipal vehicles.

Biodiesel

Q: How does biodiesel affect the new ULSD vehicles systems?

A: ULSD has a lower lubricity (the ability to lessen friction), using biodiesel or a biodiesel blend will add lubricity to the low sulfur fuel. Thus using biodiesel should decrease the wear on an ULSD vehicle engine.

Q: You mentioned buying biodiesel from state contract. How would you do that?

A: Dennis K Burke in Chelsea has the state contract. See Comm Pass contract number or just give them a call at (800) 289-2875. Contract number for the State in the Comm Pass system is - ENE23-Biodiesel.

Q: Thanks for the response on the state biodiesel contract. For clarification, what is the state's position from an environmental point of view on E85, which I presume is produced from corn?

A: All gasoline sold in Massachusetts contains some ethanol. Massachusetts provides a tax credit to companies that produce cellulosic ethanol in order to encourage its production and use.

Q: Does the state have clear guidance on which biofuels are good and which are not? I have concerns about biofuels from virgin vegetable oil in terms of carbon debt. And how much biodiesel from waste vegetable oil is really available in Mass?

A: Currently there is a low volume of biodiesel being produced in Massachusetts from waste oil. Northeast Biodiesel in Greenfield is building a facility to produce biofuel from waste vegetable oil which should be in production this summer. There are also production facilities in New York that produce biodiesel from waste vegetable oil that can easily supply Massachusetts with low carbon biofuel.

Other

Q: Don't the ethanol fuel blends get significantly poorer fuel economy? If so, where is the breakeven?

A: Using E85 reduces fuel economy by up to 30%, but price of fuel is usually reduced by at least that amount.

Q: What steps can a town take to realistically enforce anti-idling?

A: Put a clause in the school bus contract that provides fines for buses that idle in school yards. Talk to the Public Works Department about ways to reduce idling. Get the staff to buy-in on the concept. Clean Cities has a [1 page flyer about anti-idling](#) which could be provided to the employees of a Town.